IMPORTANT **FE101**

PAGE 42 WAS ADDED. IT IS NOT A PAGE IN THE ORIGINAL DOCUMENT. IT WAS ADDED TO SHOW DETAIL NOT CLEARLY SHOWN ON PAGE 41.

Diagram No. 1215-3 & 1216-2

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT

(HYDROGRAPHIC)

Type of Survey ... Wire Drag

Field No. ... PBS-4750-WD

Office No. ... FE-101WD (1950)

LOCALITY

State ... New Jersey

General Locality ... Atlantic Ocean

Locality ... Manasquan Inlet to Entrance to New York Harbor

1950

CHIEF OF PARTY
G.R. Fish

LIBRARY & ARCHIVES

DATE ... October 26, 1951

FE101

☆ U.S. GOV. PRINTING OFFICE: 1976—669-441

NOTE : A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date shown in the new format is the actual date of survey. This material was previously registered as;

FE No.10 1951WD

FE No.10 1951
WIRE DRAG

FE-101

Diag. Chtg. Nos. 1215-3 & 1216-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey WIRE DRAG

Field No. PBS-4750-WD Office No. FE-No.10(1951) WD.

LOCALITY

State NEW JERSEY

General locality ATLANTIC OCEAN

Locality MANASQUAN INLET TO ENTRANCE TO NEW YORK HARBOR

1950

CHIEF OF PARTY

G. R. Fish

LIBRARY & ARCHIVES

DATE OCT 26 1951

B-1870-1 (1)

FE No.10 1951
WIRE DRAG

7646

DESCRIPTIVE REPORT
TO ACCOMPANY

WIRE DRAG SURVEY FIELD SHEET NO. (PBS 4750 WD)

Ships PARKER, BOWEN & STIRNI

Comdr. G. R. Fish
Chief of Party

AUTHORITY

This survey was executed in accordance with Supplemental Instructions for Project CS-326, dated 12 December 1949 and 26 July 1950.

DATE OF SURVEY

The wire drag surveys on this field sheet began on 29 August 1950 and ended on 11 October 1950.

SCOPE

The wire drag surveys on this sheet were made to locate and determine the least depth over wrecks and obstructions. The wrecks and obstructions not found were searched for by wire dragging an area extending out at least one mile from the reported position of the wreck or obstruction.

The surveys were made in accordance with the procedure outlined in the Wire Drag Manual and Supplemental Instructions dated 5 March 1948.

The wrecks surveyed on this sheet are listed in the following Supplemental Instructions for Project CS-326:

Instructions dated 12 December 1949; Items 13, 14, 15, 16, 26, 50, 54, 67, 71, 83 and 85.
Instructions dated 26 July 1950; Items 2, 3, 4, 5, 6 and 7.

CONTROL

Shoran distances from two shoran stations were used to locate all positions on this sheet.

Station MAN was located at the Manasquan Inlet Coast Guard Station. The shoran antenna was mounted on top of a 100 foot portable mast, elevation about 110 feet above sea level. The position of the mast was determined by a three-point triangulation fix with a check on a fourth object. The computed position of station MAN is latitude 40° 06' + 323.8m (-1527.1m), longitude 74° 02' + 409.8m (-1011.4m).

Station NOR was located on the north tower of the old Navesink Lighthouse, triangulation station NAVESINK LIGHT, NORTH, 1869, 1940. The antenna was mounted on a wooden bracket extending out to the east from the walkway railing at the top of the lighthouse. The elevation of this antenna was about 240 feet above sea level.

SURVEY METHODS

Standard dual control methods were used. The position of the end buoys were plotted from the ship position by using gyro azimuth bearings and the length of the towline in meters. The length of the towline, in meters, used for plotting purposes was the length of ground wire, in feet, between the towing bridle and the end buoy, plus 100 feet, and the sum multiplied by 0.3. Thus when 500 feet of ground wire was used the length of towline for plotting purposed was 180 meters.

Tests for lift were made by the Tender using a graduated lead filled pipe, 3/4" x 10 feet long, attached to a graduated airplane cord and suspended from a small float on which a buoy reel was mounted. The pipe was coated with a mixture of white lead and oil to accurately determine the point of contact with the ground wire. Tests for lift were taken as soon as the drag was towing smoothly and were repeated as thought necessary to take care of changing conditions.

Changing the depth of the upright setting while the drag is in the water is too cumbersome with a Tender the size of the STIRNI and it was found more expedient to take in the drag, reset the uprights aboard ship and put the drag out again. This was no handicap when clearing wrecks but in searching for wrecks or obstructions it meant that in areas of uneven bottom the uprights sometimes had to be set at depths which allowed the drag to ground in the shoaler areas. No difficulty was experienced in towing the grounded drag except where the shoal spot was in the middle of the drag and water depth was considerably less than the upright setting.

FIELD OPERATIONS

Special Reports were written for each wreck during the progress of the field work. These reports and the obstruction data sheet give all pertinent information about the individual wrecks. Copies of the special reports are attached to this report.

Farther south along the New Jersey coast a lightly grounded drag could be towed along the smooth sandy bottom. The irregular and some times rocky bottom found from Shrewsbury Rocks to Sandy Hook tended to catch even a lightly grounded drag. The irregular

bottom and the presence of foreign matter in the material dumped in and around the spoil areas near the entrance to New York Harbor also tended to hold a lightly grounded ground wire. Due to the ease with which the ground wire fouled in these areas it was necessary to keep the ground wire off the bottom at all times, even when setting out the drag. This meant that after the drag was towing ahead and there was a lift the ground wire was some times a considerable distance off the bottom.

ITEM 7

The area inside the charted ten fathom curve at latitude 40° 25.5', longitude 73° 51.5' has been decreased in depth by material dumped from scows and dredges. A least depth of 41 feet was obtained in this area as stated in the Special Report for Item 7. During wire drag operations in this vicinity the dumping was in the area immediately south of the ten fathom curve. The drag strip on Item 6, 1 to 22T, had an upright setting of 62.0 feet, less 30 feet for predicted tide, and part of the drag was aground before the tow was started. This would indicate considerable filling in this area. A line of reconnaissance soundings was run prior to putting out the drag with the intention of keeping the drag off the bottom but the fill material apparently has a portion of heavy mud which does not spread uniformly and makes large mounds on the bottom.

ITEM 6

Reconnaissance sounding lines were run across the charted spoil area in latitude 40° 28', longitude 73° 55', and the soundings showed very little filling. Wire dragging in this area indicated some filling along the north side of the spoil area with a minimum sounding of about 44 feet. There has been more extensive filling outside and to the south and southeast of the spoil area. Least soundings of 42 and 45½ feet were obtained in these areas. The soundings are recorded in the records and are reported in the Special Reports for the wrecks in the vicinity.

The wreck reported under Item 85 was recorded on the fathogram while running a line of reconnaissance soundings. The fathogram showed a washed-out area several feet deeper than the regular bottom and a trace of the wreck. The fathogram was not saved.

Due to the heavy ship traffic in the vicinity of Ambrose Channel wire drag operations were not undertaken unless the visibility was at least three or four miles. Low visibility prevented wire dragging in this area during much of the calm, hazy weather which prevailed the last of September and the first part of October. Later on when the visibility improved the wind current conditions were often unfavorable but the area was wire dragged under these conditions so as to complete the area before the end of the field season.

There was not time to complete all items of the instructions within the limits of this field sheet. Items not previously wire dragged were accomplished in preference to obtaining new clearances on the wrecks and obstructions wire dragged in 1939.

Item No. 3 of Supplemental Instructions dated 26 July 1950 was not completed due to the poor intersection of shoran arcs closer inshore. Visibility was too low to permit using visual fixes.

Floating aids to navigation were located during the progress of the field work.

RECORDS

Drag settings were based on predicted tides for Sandy Hook, New Jersey, corrected for time and height on information obtained from the tide tables. Actual tides were furnished by the Washington Office for the vicinity of each wreck and were used to process the records. In this report all reference to effective depths, unless otherwise specified, are those indicated in the record books.

Bar checks were taken to obtain fathometer corrections for the several vessels. The corrections obtained have been applied to the soundings recorded in the records.

Tide reducers and lifts have been entered to the nearest 0.5 feet and checked. Drag strip diagrams showing effective depth in integral feet have been drawn and checked in the record books.

TIDES

Tide gages were not maintained by this party. Hourly heights were furnished by the Washington Office from the tide gages at Atlantic City and Sandy Hook, New Jersey, and were used to process the records.

OBSTRUCTIONS, CLEARANCES, DISCREPANCIES, ETC.

Special Reports were written for each wreck during the progress of the field work and copies of these reports are attached to and become a part of this report.

An obstruction data sheet showing the minimum hang and maximum clearance and based on the final corrections is included in this report and the values therein take precedence over the values listed in the special reports.

RECOMMENDATIONS

It is recommended that work on all wrecks and reported wrecks and obstructions covered by this sheet, except Item 3, be classified as being completed. Item 3 of Supplemental Instructions dated 26 July 1950 was only partially completed.

G R Fish

G. R. Fish
Commander, USC&GS
Comdg. Ships PARKER, BOWEN & STIRNI

PROJECT NO. CS-326 OBSTRUCTION DATA SHEET SHEET 4750 - WD

LOCATION	GENERAL DEPTH FEET	FATH. SDG. ON WRECK FEET	MINIMUM HANG FEET	POSITION NUMBER	MAXIMUM CLEARANCE FEET	POSITION NUMBER	CHARACTER OF OBSTRUCTION	REMARKS
Lat. 40 07' ~~26~~ 27" (823m) 55.5 Long. 73 55' ~~56~~ 57" (1349m)			52.5	24.2B	50.5	30B - 36B	Wreck #590 Item # 54	Barge " MARION" 1493
Lat. 40 27' 34" (1066m) 83.0 Long. 73 49' 34" (814m)		74.5 13D	70.5	17.8D	68.5	8G - 15G	Wreck #194 Item # 13	361 Ton SANDY HOOK 1615
Lat. 40 13' 00" (85m) 139-152 Long. 73 44' 32" (760m)		102.5 T-Kday	98.0	35.0K	95.5	28F-36F	Wreck #856 Item # 83	
Lat. 40 18' 54" 55.0 Long. 73 53' 24"	charted depths 63 to 73 feet (19.3 m.)	---	---	---	52.5 64.0	1E-29E 1J-21J	Item # 71	Wreck not found, three bottom hangs
Lat. 40 25' 07" (189m) 92.0 Long. 73 45' 12" (271m)		71.5 31K-G	66.5	38.8G	66.0	1H-8H	Wreck #196 Item # 14	
Lat. 40 25' 40" (1227m) 62.0 Long. 73 51' ~~08~~ 10" (307m) (231m)		47.5 9K-N	~~47.5~~ 51.0	~~9K-N~~ 8	45.0 Chart as 41 ft. sounding (#2, Item 7, Coffletter 9-9-50)	9N-20N	Item #7	Dump Scow G. L. 78 (a) #1
Lat. 40 25' 08" (783m) 48-52 Long. 73 51' 33"		---	43.5	26.8N	41.5	33N-45N	Item #7	Obstruction found to be charted (a) #6
Lat. 40 13' 58" 61.0 Long. 73 54' 36"		---	---	---	53.5 56.0	22J-46J 1K-28K	Item #67	No obstruction found
Lat. 40 10' 25" (780m) 144-152 Long. 73 40' ~~56~~ 57" (1356m)		112.0 8L 111.0 T-Kday	76.0	11.0M	73.5	18L-23L	Wreck #206 Item # 26	Freighter ARUNDO
Lat. 40 25' ~~37~~ (1215m) 39" 53.5-55.0 Long. 73 51' 56" (1314m)		---	47.0	34.8R	46.0	45R-54R	Item # 50	PENTLAND FIRTH
Lat. 40 25' 24" (735m) 52 Long. 73 51' 36" (855m)		47 (shoal) 31N	43.0	28.2N	41.0	33N-45N	Item 7	Obstruction (Do not chart) (a) #2

(a) See Coffletter dated 9-29-50

PROJECT NO. CS-326 OBSTRUCTION DATA SHEET - CONTINUED SHEET 4750 - WD

LOCATION	GENERAL DEPTH FEET	FATH. SDG. ON WRECK FEET	MINIMUM HANG FEET	POSITION NUMBER	MAXIMUM CLEARANCE FEET	POSITION NUMBER	CHARACTER OF OBSTR-UCTION	REMARKS
Lat. 40 25' 26" (799m) Long. 73 51' 48" 49 (943 m)	51.5	---	44.0	44.0R	41.5	33-45N	Item # 50 Do not chart. See CofE letter 10-11-50, IP2.	Not known whether hangs were wreckage or results of dumping 369
Lat. 40 27' 15" Long. 73 54' 20" near edge of spoil area	42-55	--- charted [40], pending verification, on 1215, 3.m.a 11-16-51	---	---	40.5 41 40.0 44.0	4AA-19AA 1P-21P 43Q-55Q	Item # 4	No obstruction found several bottom hangs at shoaler depths than shown on charts. (nearby) See L-776 (1950) 369
Lat. 40 25' 53" (1639m) Long. 73 55' 12" (290m)	61.0	52.0 T-Vday (vicinity of hang)	55.0	10.0V	49.5	18V-24V	Item # 5	Small wreck, B.B.-59 Dump scow 369
Lat. 40 25' 51" (1575m) Long. 73 54' 37" (876 m)	71.0	---	~~57.5~~ 58	8.2U	55.5	25V-39V	Item # 5	Obstruction, no name, not listed 369
Lat. 40 25' 40" Long. 73 53' 00"	60.0	--- No correction To chart 1215: 3.m.a 11-16-51	---	---	55.0 46.0-49.5	1T-22T 9S-23S	Item # 6	No obstruction found Barge ORMOND
Lat. 40 27' 54" (1655m) Long. 73 52' ~~35~~ 34 (804m)	60-63	---	52.2	10.0X	49.0	1Y-7Y	Wreck #875 Item # 85	Derrick barge BD 1738 (Believed)
Lat. 40 26' 15" (452m) Long. 73 52' 09" (200m)	71.0	---	54.0	2.8R	52.0	14R-21R	Wreck #875 Item # 85	Obstruction unknown
Lat. 40 27.2' Long. 73 53.7'	45-46	---	---	---	44.0	43Q-55Q	Uncharted shoal Item # 85	Shoal 369
See FEN 8(54) Lat. 40 25' 32" (983m) Long. 73 54' 06" (148m)	75.0	vicinity of hang 55.0 T-Sday	51.0	38.8S	49.0	42S-50S	Wreck # 197 Item # 15	RAMOS 369
Lat 40° 25' 30" (939m) Long 73° 51' 35" (827m)	46		45	17N	43	21-29N	Item 7	Obstruction (chart 43 ft. clearance depth as sounding) (See attached CofE letter dated 9-29-50 IP5)

PROJECT NO. CS-326 OBSTRUCTION DATA SHEET - CONTINUED SHEET 4750 - WD

LOCATION	GENERAL DEPTH FEET	FATH. SDG. ON WRECK FEET	MINIMUM HANG FEET	POSITION NUMBER	MAXIMUM CLEARANCE FEET	POSITION NUMBER	CHARACTER OF OBST-RUCTION	REMARKS
Lat. 40 29' 00" (1156m) Long. 73 55' 00"	34-60	---- No correction to chart 1215	----	----	41.0 59.5	10U-55U 52V-58V	Wreck #198 Item # 16	CECILIA M. DUNLAP Small obstruction found, not recommended for charting Lat. 40° 22' 49" (1504m) Long. 73° 55' 08" (191m)
Lat. 40 28' 38" (309m) Long. 73 53' 13"	50.0	----	43.5	34.2Y	42.0	12Z-27Z	Item # 2	FORT VICTORIA

FATHOGRAM LIST

PROJECT NO. CS-326

SHEET 4750 - WD

ITEM NO.	NO. FATHOGRAMS
54	2
13	3
83	7
71	2
14	4
7	4
26	4
5	2
15	2
2	2
50	1

STATISTICS FOR SHEET NO._____ (PBS - WD - 4750)
SHIPS PARKER, BOWEN, & STIRNI (Project CS-326)

DATE	DAY LETTER	STAT. MI. DRAGGED	NUMBER POSITIONS	NO. H.L.	SOUNDINGS FATHOMETER
29 August	A	3.4	24	—	2
30 August	B	6.3	49	—	2
31 August	C	2.3	13	1	1
8 Sept.	D	2.3	20	1	4
9 Sept.	E	5.7	52	—	3
13 Sept.	F	4.0	36	—	1
14 Sept.	G	4.0	40	—	4
18 Sept.	H	4.0	35	—	1
19 Sept.	J	6.9	50	2	3
23 Sept.	K	6.3	61	—	3
26 Sept.	L	2.1	23	—	1
27 Sept.	M	2.9	23	—	2
28 Sept.	N	6.4	58	—	4
29 Sept.	P	3.1	23	—	1
30 Sept.	Q	6.3	55	—	4
1 Oct.	R	5.7	54	—	2
2 Oct.	S	5.0	50	—	2
3 Oct.	T	4.0	40	—	1
4 Oct.	U	6.6	56	—	2
5 Oct.	V	6.9	58	—	1
6 Oct.	W	0.0	2	2	2
7 Oct.	X	1.7	13	—	—
9 Oct.	Y	4.3	36	—	—
10 Oct.	Z	2.9	28	—	1
11 Oct.	AA	2.6	19	—	—
	TOTAL	105.7	918	6	47

SQUARE MILES OF AREA DRAGGED - 62.4 Square Miles

Ships PARKER, BOWEN, & STIRNI
c/o Sandy Hook Coast Guard Station, Highlands, N. J.

1 September 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Special Report on Wreck No. 590, barge MARION.

This wreck is Item 54 of Supplemental Instructions for Project CS-326, dated 12 December. The instructions state that the barge MARION was sunk in 1938 in latitude 40° 07' 15", longitude 73° 57' 15". Data from the New York District of the Corps of Engineers, U. S. Army lists the position of the wreck of the barge MARION, 954 gross tons, as being 104 true, 4 miles from Sea Girt Light. This position is about 0.4 mile east of the position listed in the instructions.

An area extending out approximately one mile in all directions from the reported positions of the wreck was covered by wire drag set at effective depths varying from 50.5° to 57.5° feet, depending on the depth of the water. The bottom in this area is uneven and it was not feasible to set the ground wire any deeper.

The wreck was not found but when taking in the ground wire after position 20B a piece of wooden decking and corner timbers was picked up in the vicinity of buoy No. 12. The area south of this point was later wire dragged at an effective depth about 2 feet deeper than the depth which picked up the pieces of wood, effective depth 57.0 feet, but there was no more indication of wreckage.

During wire drag operations for this wreck three low obstructions were found.

In latitude 40° 07' 27", longitude 73° 55' 57" a wire drag set at an effective depth of 52.5° feet hung and cleared an obstruction. The obstruction did not show on the fathometer. The general depth is 55.5° feet. ①

A wire drag set at an effective depth of 50.5° feet cleared the obstruction.

Recommended charting depth for this obstruction is 50 feet.

In latitude 40° 08' 13", longitude 73° 56' 47" the ground wire hung at an effective depth of 55.0 feet. The general depth is 55.5 feet and the obstruction did not show on the fathometer. ②

A wire drag set at an effective depth of 54.0 feet cleared the obstruction.

charted edge adequate

Charting of this obstruction is not recommended. (2) Reviewer concurs in recommendation

In latitude 40° 08' 43", longitude 73° 58' 02" the ground wire was found hung on the bottom in 56.0 feet of water when taking up the drag. The obstruction did not show on the fathometer. (3) Reviewer concurs in recommendation

A wire drag set at an effective depth of 54.5 feet cleared the obstruction.

Charting of this obstruction is not recommended.

Depths are based on predicted tides for the area.

It is recommended that no further search be made for wreck No. 590. There is evidence that the wreck is breaking up and it is recommended that the charted wreck symbol be changed to show a wreck no longer a menace to navigation.

G. R. Fish
Commander, USC&GS
Comdg. Ships PARKER, BOWEN, STIRNI

2 cc: Supervisor, Eastern District.

c/o Sandy Hook Coast Guard Station
Box 116, Highlands, New Jersey

21 September 1950

163 v (50)
Awards #1615

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Special Report on Wreck No. 194, SANDY HOOK.

This wreck is Item 13 of Supplemental Instructions for Project CS-326, dated 12 December 1949.

The wreck of the SANDY HOOK, 361 tons, was located in latitude 40° 27' 34", longitude 73° 49' 34". A fathometer sounding of 75.5 ~~75.0~~ feet was obtained on the wreck in a general depth of 84 feet. A piece of iron pipe guard railing was brought up on the ground wire which was fouled in the wreck.

A wire drag set at an effective depth of ~~71.5~~ 70.0 feet hung the wreck.

A wire drag set at an effective depth of ~~69.5~~ 68.0 feet cleared the wreck.

Depths are based on predicted tides for the area.

Recommended charting depth for this wreck is ~~69~~ 68 feet.

68 See distribution data sheet in this report

G. R. Fish
Commander, USC&GS
Comdg. Ships PARKER, BOWEN, STIRNI

2CC: Supervisor, East. Dist.

c/o Sandy Hook Coast Guard Station
Box 116, Highlands, New Jersey

24 September 1950

163-(50)

Memo #1521

NA

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Special Report on Wreck No. 856.

This wreck is Item 83 of Supplemental Instructions for Project CS-326, dated 12 December 1949.

Wreck No. 856 was located in latitude 40° 13' 00", longitude 73° 44' 32". A fathometer sounding of 103 feet was obtained on the wreck in general depths of 139 to 152 feet.

A wire drag set at an effective depth of 98.5 feet hung the wreck.

A wire drag set at an effective depth of 97.0 feet cleared the wreck.

Depths are based on predicted tides for the area.

Recommended charting depth for this wreck is 97 feet.

95

See instruction data sheet

G. R. Fish
Commander, USC&GS
Comdg. Ships PARKER, BOWEN
and STIRNI

2CC: Supervisor, Eastern Dist.

c/o Sandy Hook Coast Guard Station
Box 116, Highlands, New Jersey

29 September 1950

776(50)

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Special Report on Wreck, Item 71, Barge ORLEANS.

This wreck is Item 71 of Supplemental Instructions for Project CS-326 dated 12 December 1949.

The instructions state that the barge ORLEANS, sunk in 1946, is in reported latitude 40° 18' 54", longitude 73° 53' 24", the position being approximate.

An area extending out about one and one-fourth miles from the reported position of the wreck was covered by wire drag set at effective depths varying from 52.5 to 64.0 feet. The entire area was clear of any obstruction.

In latitude 40° 20' 18", longitude 73° 54' 53" the ground wire hung on an obstruction. The ground wire had to be pulled free. Previous to the hang the speed of the towing vessels was reduced to nearly zero due to the drag approaching fishing buoys but strain was kept on the drag until a freighter which would not alter course passed through the drag. Using a 2 foot lift for the regular drag the effective depth was 52.5 feet, but the lift was probably zero making the hang at an effective depth of 54.5 feet. The bottom sounding at the hang is 55 feet.

In latitude 40° 20' 22", longitude 73° 54' 43" the ground wire hung on the bottom in 50.5 feet of water.

In latitude 40° 20' 20", longitude 73° 54' 58" the wire drag hung at an effective depth of 53.0 feet. A fathometer sounding of 49.0 feet was obtained on what appears to be either a rock ledge or an old wreck well decomposed. The ground wire was not fouled.

A wire drag set at an effective depth of 47.0 feet cleared the obstruction.

No conflicts between charted and grounded depths. Clearance depth in harmony with charted depths

Charting of these three hangs is not recommended due to the lesser natural depths immediately to the north.

It is recommended that no further search be made for the wreck of the barge ORLEANS and that the charted wreck symbol be deleted from the charts.

Depths are based on predicted tides for the area.

G. R. Fish
Commander, USC&GS
Comdg. Ships PARKER, BOWEN, STIRNI

2 cc: Supervisor, Eastern District

c/o Sandy Hook Coast Guard Station
Box 116, Highlands, New Jersey

21 September 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

L 63-1(50)
Quinn # 1586

Subject: Special Report on Wreck No. 196.

This wreck is Item 14 of Supplemental Instructions for Project CS-326, dated 12 December 1949.

Wreck No. 196 was located by sonar in latitude 40° 25' 07" (6), longitude 73° 45' 12". A fathometer sounding of ~~71~~ feet was obtained on the wreck in general depths of ~~93~~ 92 feet.

A wire drag set at an effective depth of ~~66.0~~ 66 feet hung the wreck.

A wire drag set at an effective depth of 66.0 feet cleared the wreck.

Depths are based on predicted tides for the area.

Recommended charting depth for this wreck is 66 feet.

charted on 1-2-51

G. R. Fish
Commander, USC&GS
Comdg. Ships PARKER, BOWEN, STIRNI

2CC: Supervisor, East. Dist.

Recommend charting 43 ft. Clearance depth as a sounding

In latitude 40° 25' 30", longitude 73° 51' ~~33~~ 35" a wire drag set at an effective depth of 45.0 feet hung on an obstruction in a general depth of 46.5 feet. A wire drag set at an effective depth of ~~44.0~~ 43 feet cleared the obstruction. This obstruction may be a result of the dumping in the area and due to its low height off the bottom and the presence of other obstructions with a shoaler depth its charting is not recommended. No 5

In latitude 40° 25' ~~08~~ 10", longitude 73° 51' 33" a wire drag set at an effective depth of ~~44.0~~ 43 feet hung on an obstruction. The fathometer sounding of the bottom in this area showed depths varying from 48 to 52 feet. The spot was later cleared with a wire drag set at an effective depth of ~~42.0~~ 41.0 feet. Chart Ammo # 1585, No 6

It is recommended that this obstruction be charted with a clear depth of ~~42~~ 41 feet. 41 feet Obstruction on data sheet

Depths are based on predicted tides for the area.

G. R. Fish
Commander, USC&GS
Comdg. Ships PARKER, BOWEN, STIRNI

2 cc: Supervisor, Eastern District

c/o Sandy Hook Coast Guard Station
Box 116, Highlands, New Jersey

29 September 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Special Report on Wreck, dump scow G. L. 78

This wreck is Item 7 of Supplemental Instructions for Project CS-326 dated 26 July 1950.

A wreck, probably dump scow G. L. 78, sunk in 1937, was located in latitude 40° 25' 40", longitude 73° 51' ~~08"~~ 10". A fathometer sounding of 47.~~5~~0 feet was obtained on the wreck in a general depth of 62 feet.

A wire drag set at an effective depth of 45.0 feet cleared the wreck.

Recommended charting depth for this wreck is 45 feet.

While wire dragging this wreck it was found that the area southwest of the wreck now has depths considerably shoaler than the charted 47 foot sounding in latitude 40° 25.3', longitude 73° 51.6'. This area has apparently been filled by dumping from dredges and scows and there are numerous ridge tops with depths of about 43 feet. A minimum depth of 41 feet was obtained in latitude 40° 25' ~~18"~~ 20", longitude 73° 51' ~~52"~~ 53". A wire drag set at an effective depth of 42.0 feet grounded in this area and the tender obtained a fathometer sounding of 41 feet. The wire drag cleared after towing along the bottom. Chart 41 ft. Sdg. (See C of F letter dated 10-11-50)

There are other obstructions besides the wreck in this area but none as shoal as the 41 feet previously listed.

In latitude 40° 25' 32", longitude 73° 51' 13" the wire drag hung on the bottom in a general depth of 55.5 feet. The spot was later cleared at an effective depth of 45.0 feet when the wreck which lies about 0.15 mile to the northeast was cleared. Charting of this hang is not recommended.

In latitude 40° 25' 19", longitude 73° 51' 21" the drag hung on the bottom in 51.5 feet of water. The ground wire pulled up a piece of leather which may have been used to cover a boat gripe. This spot was later cleared at an effective depth of 45.0 feet. Charting of this hang is not recommended.

c/o Sandy Hook Coast Guard Station
Box 116, Highlands, New Jersey

24 September 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

1 63V(50)

Subject: Special Report on Wreck, Item 67, Barge NEWPORT.

This wreck is Item 67 of Supplemental Instructions for Project CS-326, dated 12 December 1949.

The Instructions state that the barge NEWPORT, sunk in 1946, was reported in the approximate position of latitude 40° 13' 58", longitude 73° 54' 36".

Quadrio #4286

An area extending out over one and one-fourth miles from the reported position of the wreck was covered by wire drag set at effective depths varying from 53.5° to 57.8 58.0 feet. The entire area was free of any obstructions. Local fishermen have no knowledge of any wreck in the vicinity.

Depths are based on predicted tides for the area.

It is recommended that the wreck symbol for this wreck be deleted from the charts and that no further search be made for this wreck.

G. R. Fish
Commander, USC&GS
Comdg. Ships PARKER, BOWEN, STIRNI

2CC: Supervisor, Eastern Dist.

c/o Sandy Hook Coast Guard Station
Box 116, Highlands, New Jersey

29 September 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

L. 776(50)

Arundo #1509

Subject: Special Report on Wreck No. 206, Freighter ARUNDO.

This wreck is Item 26 of Supplemental Instructions for Project CS-326 dated 12 December 1949.

The wreck of the freighter ARUNDO is located in latitude 40° 10' 25", longitude 73° 40' ~~56"~~ 57". A fathometer sounding of ~~112~~ 111 feet was obtained on the wreck in 144 to 152 feet of water.

A wire drag set at an effective depth of 76.0 feet hung the wreck.

A wire drag set at an effective depth of 73.5 feet cleared the wreck.

Depths are based on predicted tides for the area.

Recommended charting depth for this wreck is 73 feet. charted

G. R. Fish
Commander, USC&GS
Comdg. Ships PARKER, BOWEN, STIRNI

2 cc: Supervisor, Eastern District

c/o Sandy Hook Coast Guard Station
Box 116, Highlands, New Jersey

11 October 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

Subject: Special Report on Wreck No. 577
PENTLAND FIRTH, Patrol Boat 500

This wreck is Item 50 of Supplemental Instructions for Project CS-326, dated 12 December 1949. The instructions state that this wreck is reported to have demolished.

There has been extensive dumping by scows and dredges in the immediate vicinity of the reported position of the wreck. Several obstructions were found but it is not known if they result from the dumping or are part of the remains of the wreck.

An obstruction was located in latitude 40° 25' ~~37"~~ 39", longitude 73° 51' 56". A wire drag set at an effective depth of 47.5 feet hung the obstruction. A fathometer sounding could not be obtained on the obstruction. The bottom is irregular and the shoaler depth is 53.5 feet.

A wire drag set at an effective depth of 46.0 feet cleared the obstruction.

Recommended charting depth for this obstruction is 46 feet.

In latitude 40° 25' 26", longitude 73° 51' ~~48"~~ 49" the ground wire apparently hung on an obstruction just as the drag strip ended and with a normal bight in the drag. The effective depth of the drag was 44.0 feet. The ground wire was fouled in the obstruction when it was picked up. The general depth in the vicinity of the obstruction is 51.5 feet.

A wire drag set at an effective depth of ~~42.0~~ 41 feet cleared the obstruction.

Recommended charting depth for this obstruction is ~~42~~ 41 feet. This obstruction is about 0.1 mile northeast of a 41 foot sounding obtained on top of a pile of dirt in the spoil area and reported under Item 7 of instructions dated 26 July 1950. (See No2 of P letter dated 9-29-50)

41 ft sdg
φ 40° 25' 20" (603m)
λ 73° 51' 53" (1179m)

776(50)

OBSTRUCTION No1 Apprs #1594 charted

No2 Do not chart Obstruction 41ft sdg. (No.3) and other near-by obstructions adequate for charting purposes.

Apprs #1589 41 Obstruction ~~No 3~~

Depths are based on predicted tides for the area.

It is recommended that the wreck symbol charted in latitude 40° 25' 19", longitude 73° 52' 05", be deleted from the charts and that no further search be made for this wreck.

C. R. Fish
Commander, USC&GS
Comdg. Ships PARKER, BOWEN, STIRNI

2cc: Supervisor, Eastern District

413 Post Office Building, Norfolk, Virginia

23 October 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

1843(50)
Answ #1599

Subject: Special Report on Wreck, dump scow, B. B. 59.

This wreck is Item 5 of Supplemental Instructions for Project CS-326 dated 26 July 1950. Information from the New York District Engineer, Corps of Engineers, U. S. Army, states that the dump scow B.B. 59 sank in 1924 at latitude 40° 26' 00", longitude 75° 54' 15", position doubtful.

An area extending out about one mile in all directions from the reported position of the wreck was covered by wire drag set at effective depths varying from 43 to 55 feet. One small wreck and one obstruction were found in the area.

A small wreck was found in latitude 40° 25' 53", longitude 75° 55' 12". A wire drag set at an effective depth of 55.0 feet hung the wreck. A fathometer sounding of 52 feet was obtained on the wreck in a general depth of 61 feet.

A wire drag set at an effective depth of 49.0 feet cleared the wreck.

Recommended charting depth for this wreck is 49 feet. charted

An obstruction was found in latitude 40° 25' 51", longitude 75° 54' 37". A fathometer sounding could not be obtained on the obstruction. The general depth is 71 feet.

A wire drag set at an effective depth of ~~57.5~~ 58.0 feet hung the obstruction.

A wire drag set at an effective depth of 55.0 feet cleared the obstruction.

Answ # 1597

Recommended charting depth for this obstruction is 55 feet. charted

Depths are based on predicted tides for the area.

C. R. Fish
Commander, USC&GS
Comdg. Ships PARKER, BOWEN, STIRNI

CC: Supervisor, Eastern District

418 Post Office Building, Norfolk, Virginia

23 October 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

1843(50)

Subject: Special Report on Wreck, Barge ORMOND.

This wreck is Item 6 of Supplemental Instructions for Project CS-326, dated 26 July 1950. Information from the New York District Engineer, Corps of Engineers, U. S. Army, states that the barge ORMOND sank in 1926 at latitude 40° 25' 40", longitude 73° 53' 00", and was removed under contract to depth of 50 feet.

Chart #1596

An area extending out over one mile in all directions from the reported position of the wreck was covered by wire drag set at effective depths ranging from 41.0 to 61.0 feet. No obstruction was found which could be identified as the remains of the barge ORMOND. The obstructions which were found have been reported under other items of the instructions.

It is recommended that no further search be made for this wreck.

G. R. Fish
Commander, USC&GS
Comdg. Ships PARKER, BOWEN, STIRNI

2cc: Supervisor, Eastern District.

c/o Sandy Hook Coast Guard Station
Box 116, Highlands, New Jersey

11 October 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

L776(50)

Subject: Special Report on Wreck No. 875

This wreck is Item 85 of Supplemental Instructions for Project CS-326, dated 12 December 1950.

A wreck, believed to be derrick barge B D 1738, was located in latitude 40° 27' 54", longitude 73° 52' 35". A wire drag set at an effective depth of ~~57.5~~ 52 feet hung the wreck. A fathometer sounding of 57 feet was obtained on the wreck while running reconnaissance sounding line prior to wire dragging. The depth of water is 60 to 63 feet.

WK Awois #1619

A wire drag set at an effective depth of ~~50.0~~ 49 feet cleared the wreck.

Recommended charting depth for this wreck is ~~50~~ 49 feet.

An obstruction was found in latitude 40° 26' 15", longitude 73° 52' 09". A wire drag set at an effective depth of 54.0 feet hung the obstruction. A fathometer sounding could not be obtained on the obstruction. The general depth is 71 feet.

obstruction. Awois #1600

A wire drag set at an effective depth of 52.0 feet cleared the obstruction.

Recommended charting depth for this obstruction is 52 feet.

The ground wire hung on the irregular bottom in latitude 40° 26' 13", longitude 73° 52' 46", in 59 feet of water. This spot was later cleared by a wire drag set at an effective depth of 49.5 feet. Charting of this hang is not recommended due to the nature of the hang and the presence of shoaler water immediately to the southwest.

An uncharted shoal with least depths of ~~45~~ 44 to ~~46~~ 45 feet was found in latitude 40° 27.2', longitude 73° 53.7'. The shoal is probably the result of dumping by scows and dredges. A wire drag set at an effective depth of 44.5 feet cleared the shoal area.

Awois #754

45 on chart 1215

Depths are based on predicted tides for the area.

G. R. Fish
Commander, USC&GS
Comdg. Ships PARKER, BOWEN, STIRNI

2 cc: Supervisor, Eastern District

c/o Sandy Hook Coast Guard Station
Box 116, Highlands, New Jersey

11 October 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

1776(50)

Subject: Special Report on Wreck No. 197, RAMOS

Quad #1592

This wreck is Item 15 of Supplemental Instructions for Project CS-326, dated 12 December 1949.

The wreck of the RAMOS is located in latitude 40° 25' 32", longitude 73° 54' 06". A fathometer sounding of 55.0 feet was obtained ~~on~~ in the vicinity of the wreck in a general depth of 75 feet.

A wire drag set at an effective depth of 51.5 feet hung the wreck.

A wire drag set at an effective depth of 49.0 feet cleared the wreck.

Depths are based on predicted tides for the area.

Recommended charting depth for this wreck is 49 feet.

G. R. Fish
Commander, USC&GS
Comdg. Ships PARKER, BOWEN, & TIRNEY

Superseded (1954)
See F.E. # 8 review

2 cc: Supervisor, Eastern District

418 Post Office Bldg., Norfolk, Virginia

25 October 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

L843(50)

Subject: Special Report on Wreck No. 198, CECILIA M. DUNLAP.

Answ 1582

This wreck is Item 16 of Supplemental Instructions for Project CS-326 dated 12 December 1949.

The instructions state that the CECILIA M. DUNLAP was sunk before World War II in latitude 40° 24' 00", longitude 73° 55' 00", in 58 feet of water.

An area extending out over one mile in all directions, except to the northwest where the distance is slightly less than one mile, was covered by wire drag set at effective depths ranging from 41.0 to 59.0 feet. The entire area was free of obstructions except as listed in the next paragraph.

In latitude 40° 22' 49", longitude 73° 55' 08", a wire drag set at an effective depth of 51.0 feet hung on either the irregular bottom, possibly rocky, or a low obstruction. The least depth obtained by fathometer was 53 feet. A wire drag set at an effective depth of 48.0 feet cleared the area of the hang. Charting of this hang is not recommended.

Depths are based on predicted tides for the area.

It is recommended that no further search be made for this wreck in this particular area and that the wreck symbol be deleted from chart 1108.

The New York District Engineer, Corps of Engineers, U. S. Army, states that the location of this wreck is also given as 106° True, 21.2 miles from Navesink Light. This is approximately latitude 40° 18', longitude 73° 32 1/4'. The general depth in that area is 15 fathoms or 90 feet instead of the 58 feet listed under Item 16.

C. R. Fish
Commander, USC&GS
Comdg. Ships PARKER, BOWEN, STIRNI

2cc: Supervisor, Eastern District

c/o Sandy Hook Coast Guard Station
Box 116, Highlands, New Jersey

11 October 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington 25, D. C.

£776(50)

Subject: Special Report on Wreck of FORT VICTORIA

This wreck is Item 2 of Supplemental Instructions for Project CS-326, dated 26 July 1950. Information from the New York District Engineer, Corps of Engineers, U. S. Army stated that the FORT VICTORIA sank in 1929 at latitude 40° 28' 27", longitude 73° 53' 15" and was cleared to 50 feet under contract.

Danco #1626

The area in the vicinity of the wreck was swept by wire drag and was free of obstructions except in latitude 40° 28' 38", longitude 73° 53' 13" where the wire drag hung on an obstruction when set at an effective depth of 43.5 feet. A fathometer sounding could not be obtained on the obstruction. The general depth is about 50 feet.

Danco #1755

A wire drag set at an effective depth of ~~43.0~~ 42.0 feet cleared the obstruction.

Recommended charting depth for this obstruction is ~~43~~ 42 feet.

42 on obstruction data sheet.

Depths are based on predicted tides for the area.

G. R. Fish
Commander, USC&GS
Comdg. Ships PARKER, BOWEN, STIRNI

2 cc: Supervisor, Eastern District

SHIP PAR. 1
FATHOMETER NO 120

ABSTRACT OF BAR CHECKS

NOTE: All signs are positive unless otherwise noted. Depths and corrections are in feet.
Values have been reduced to an initial setting of 4.0 feet.

"A" SCALE DEPTH

DATE 1950	10	20	30	40	50
6 June		-0.1	-0.1	-0.3	-1.2 ~~-0.1~~ -1.0
			-0.1	-0.3	
1 July	0.0	0.3	0.2	0.1	-0.1
	0.0	0.0	0.0	0.0	
30 Aug	~~-0.2~~	0.0	0.2	0.1	0.0
	-0.1	-0.1	0.0	0.0	~~0.0~~ 0.2
18 Sep	-0.3	0.0	0.2	0.0	-0.2
	-0.2	0.0	0.1	0.2	-0.2
SUM	-0.8	0.1	0.5	-0.2	-2.5
NUMBER	6	7	8	8	7
MEAN	-0.13	0.01	0.06	-0.03	-0.36

"B" SCALE DEPTH

"C" SCALE Dg

	40	50	60	70	80	70
6 JUNE	-1.0	-1.8				
	-1.0	-1.7				
1 July	-1.0	-1.3				
	-1.0					
30 Aug	-0.5	-0.6	-0.3			
	-0.6	0.0				
18 Sep	-1.0	-1.0	-1.0	-1.0	-1.2	2.0
	-0.9	-1.0	-0.9	-1.0		
				-1.2		2.0
SUM	-7.0	-7.4	-2.2	-3.2	-1.2	2.00
NUMBER	8	7	3	3	1	2.0
MEAN	-0.88	-1.06	-0.73	-1.07	-1.20	

ABSTRACT OF BAR CHECKS

Ship STIRNI FATHOMETER NO. 65

NOTE: All signs are negative unless otherwise noted. Depths and corrections are in feet. Values have been reduced to an initial setting of 4.0 feet.

"A" SCALE DEPTHS

DATE 1950	10	15	20	25	30	35	40	45	50
27 May	0.1	0.0	0.2	0.5	0.5	0.8	1.0		
	0.1	0.2	0.5	0.5	0.6	0.8			
2 June	0.0	0.0	0.0	+0.5	0.6	1.0	0.3	0.3	0.5
7 June	0.1	0.0	0.1	0.2	0.2	0.2	0.8		
	0.1	0.0	0.1	0.1	0.2	0.2			
18 June	0.0	0.0	0.1	0.2	0.6	0.5	1.0	1.0	1.0
	0.0	0.1	0.2	0.4	0.5	0.5	1.0	1.0	1.0
SUM	0.4	0.3	1.2	2.4	3.2	4.0	4.1	2.3	2.5
NUMBER	7	7	7	7	7	7	5	3	3
MEAN	0.6	0.0	0.2	0.3	0.5	0.6	0.8	0.8	0.8

"B" SCALE DEPTHS

DATE 1950	35	40	45	50	55	60	65	70	75	80
27 May		1.5								
2 June				1.5		3.5		5.0		
		3.0	4.0	3.0		3.0				
6 June										
		4.0	4.0							
18 June		3.0	3.0	3.0		3.0		3.0		4.0
	2.0	2.0	2.0	3.0		3.0		3.7		4.0
SUM	2.0	13.5	13.0	10.5		12.5		11.7		8.0
NUMBER	1	5	4	4		4		3		2
MEAN	2.0	2.7	3.3	2.6		3.1		3.9		4.0

ABSTRACT OF BAR CHECKS - CONTINUED

Ship STIRNI FATHOMETER NO. 65

NOTE: All signs are negative unless otherwise noted. Depths and corrections are in feet. Values have been reduced to an initial setting of 4.0 feet.

"C" SCALE DEPTHS

DATE 1950	70	75	80	85	90	95	100
2 June	5.0						
18 June	5.0		5.0		4.0		5.0
	4.0		5.0		5.0		
SUM	14.0		10.0		9.0		5.0
NUMBER	3		2		2		1
MEAN	4.7		5.0		4.5		5.0

ABSTRACT OF BAR CHECKS

Ship BOWEN FATHOMETER NO. 116S

NOTE: All signs are positive unless otherwise noted. Depths and corrections are in feet. Values have been reduced to an initial setting of 4.0 feet.

DATE	"A" SCALE DEPTHS				
1950	10	20	30	40	50
6 June	-0.1	0.0	0.0	0.0	0.0
	0.0	0.0	-0.1	0.0	0.0
7 June	-0.1	0.0	0.0	-0.1	
	0.0	0.0	0.0	0.0	
1 July	0.0	-0.1	-0.1	-0.5	-1.0
	0.0	0.0	-0.1	-0.5	
30 August	-0.2	0.0	0.0	0.0	0.4
	0.0	0.1	0.1	0.1	0.5
8 September	0.0	0.1	0.0	0.0	0.1
	0.0	0.0	0.0	0.0	0.2
SUM	- 0.40	0.10	- 0.20	-1.00	0.20
NUMBER	10	10	10	10	7
MEAN	- 0.04	0.01	-0.02	- 0.10	0.03

	"B" SCALE DEPTHS						"C" SCALE DEPTHS		
	40	50	60	70	80	90	70	80	90
6 June	0.0	-0.1	-0.2						
	0.0	-0.1							
7 June	-0.3								
1 July	-0.1	0.0							
	0.0								
30 August	0.1	0.1	0.2						
	0.5	0.3	0.2						
8 September	0.5	0.5	0.5	1.0	0.9	1.1	1.0	1.0	1.5
	0.5	0.9	0.8	1.0	1.0	1.0	1.5	1.5	1.5
SUM	1.2	1.5	1.5	2.0	1.9	2.1	2.5	2.5	3.0
NUMBER	9	7	5	2	2	2	2	2	2
MEAN	0.1	0.2	0.3	1.0	1.0	1.0	1.2	1.2	1.5

R&C

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Rev. June 1937

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Topography:~~ 14 November 1951

Division of Charts: R. H. Carstens

Plane of reference approved in
12 volumes of sounding ~~and~~
and wire drag records for

~~HYDROGRAPHIC SHEET~~ FE No. 10 1951

Locality: New Jersey Coast, Atlantic Ocean

Chief of Party: G. R. Fish in 1950
Plane of reference is mean low water, reading
2.0 **ft. on tide staff at** Sandy Hook
9.3 **ft. below B. M.** 2 (1923)

Height of mean high water above plane of reference is 4.6 feet.

Condition of records satisfactory except as noted below:

E. C. McKay
Section
Chief, ~~Division~~ of Tides ~~and Currents.~~

U. S. GOVERNMENT PRINTING OFFICE 756675

GEOGRAPHIC NAMES

Survey No. FE. No. 10(1951)
WD.

Name on Survey	On Chart No. A	On previous survey No. B	On U. S. quadrangle Maps C	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
										1
										2
										3
										4
										5
										6
										7
										8
										9
										10
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										26
										27
										M 234

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. FE. No. 10. (1951) WD.

Records accompanying survey:

Boat sheets ..2..; sounding vols. ..1..; wire drag vols. 11...;

bomb vols. .....; graphic recorder rolls 2 env.;

special reports, etc. 1 Descriptive Report.....

.....

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet		918
Number of positions checked		30
Number of positions revised		2
Number of soundings revised (refers to depth only)		0
Number of soundings erroneously spaced		—
Number of signals erroneously plotted or transferred		0
Topographic details	Time	0
Junctions	Time	0
Verification of soundings from graphic record	Time	2

Verification by A. W. Zeskind Total time 7.2 Date 9-13-52

Reviewed by A. W. Zeskind Time .8 Date 8-14-52

M-2232-1

Review of Field Examination No. 10, 1951

This field examination was made to locate and determine the least depths over wrecks or obstructions which are designated as follows:

Items 13,14,15,16,26,50,54,67,71,83 and 85 of Supplemental Instructions dated 12 December 1949.

Items 2,3,4,5,6 and 7 of Supplemental Instructions dated 26 July 1950.

The results of the wire-drag examination are tabulated on the obstruction sheet in the Descriptive Report and are plotted on the accompanying 5 sections of the boat sheet. The wire-dragging of the area of Item 3 was not completed.

A comparison between H-6190 (1936) and the present wire-drag work shows, in general the effective wire drag depths to be in harmony with depths on H-6190. In several areas, however, changes in bottom configuration have occurred, as for example in lat. 40°08.36', long. 73°58.12' where a prior depth of 51 ft. is now cleared by a wire-drag whose depth is 58 ft., and in lat. 40°25.32', long. 73°51.90', where a 41 ft. sounding on the present survey falls in prior depths of 50 - 55 ft.

A comparison between H-4929 WD and soundings (1929) indicates the shoal in the vicinity of lat. 40°27.8', long. 73°50.0' has deepened. Here prior depths of 53 - 57 ft. are cleared by wire drags with effective depths of 66 - 68 ft.

The work was applied to Charts Nos. 369 dated 5-19-52, 1108 dated 6-9-52, 1215 dated 3-24-52, and 1216 dated 5-26-52, from the field examination prior to its verification and review. Except for the following, the charted information is in agreement with the field examination or has been indicated for revision on the standards:

a. A 55-ft. sounding charted in lat. 40°13.14', long. 73° 54.20', from H-6190 (1936), is cleared by a wire drag whose effective depth is 58 ft.

b. A 52-ft. sounding charted in lat. 40°07.16', long. 73° 56.24' from H-6190 (1936) is cleared by a wire drag whose effective depth is 55 ft.

These differences in depth are probably due to changes in bottom configuration as noted in a preceding paragraph.

The Descriptive Report and attached correspondence adequately covers all matters pertaining to this examination. No further discussion is considered necessary.

Reviewed by:
I. M. Zeskind 8/15/52

Inspected by:
R. H. Carstens

Review of Field Examination No. 10, 1951

This field examination was made to locate and determine the least depths over wrecks or obstructions which are designated as follows:

Items 13,14,15,16,26,50,54,67,71,83 and 85 of Supplemental Instructions dated 12 December 1949.

Items 2,3,4,5,6 and 7 of Supplemental Instructions dated 26 July 1950.

The results of the wire-drag examination are tabulated on the obstruction sheet in the Descriptive Report and are plotted on the accompanying 5 sections of the boat sheet. The wire-dragging of the area of Item 3 was not completed.

A comparison between H-6190 (1936) and the present wire-drag work shows, in general the effective wire drag depths to be in harmony with depths on H-6190. In several areas, however, changes in bottom configuration have occurred, as for example in lat. 40°08,36', long. 73°58.12' where a prior depth of 51 ft. is now cleared by a wire-drag whose depth is 58 ft., and in lat. 40°25.32', long. 73°51.90', where a 41 ft. sounding on the present survey falls in prior depths of 50 - 55 ft.

A comparison between H-4929 WD and soundings (1929) indicates the shoal in the vicinity of lat. 40°27.8', long. 73°50.0' has deepened. Here prior depths of 53 - 57 ft. are cleared by wire drags with effective depths of 66 - 68 ft.

The work was applied to Charts Nos. 369 dated 5-19-52, 1108 dated 6-9-52, 1215 dated 3-24-52, and 1216 dated 5-26-52, from the field examination prior to its verification and review. Except for the following, the charted information is in agreement with the field examination or has been indicated for revision on the standards:

a. A 55-ft. sounding charted in lat. 40°13.14', long. 73° 54.20', from H-6190 (1936), is cleared by a wire drag whose effective depth is 58 ft.

b. A 52-ft. sounding charted in lat. 40°07.16', long. 73° 56.24' from H-6190 (1936) is cleared by a wire drag whose effective depth is 55 ft.

These differences in depth are probably due to changes in bottom configuration as noted in a preceding paragraph.

The Descriptive Report and attached correspondence adequately cover all matters pertaining to this examination. No further discussion is considered necessary.

Reviewed by:
I. M. Zeskind 8/15/52

Inspected by:
R. H. Carstens

OBSTRUCTION-ITEM 2
Cleared by 42 ft.

dragging bottom

WRECK 875
Cleared by 49 ft.

WRECK 194
Actual sounding 74 ft.
Cleared by 68 ft.

dragging bottom

ITEM 4
No obstruction found

ITEM 85
SHOAL- general depths
45-46 ft.

drgging bottom
at 44 ft

OBSTRUCTION-ITEM 85
Cleared by 52 ft.

OBSTRUCTION-ITEM 50
Cleared by 46 ft.

dragging bottom

WRECK-ITEM 5
Actual sounding 52 ft.
Cleared by 49 ft.

OBSTRUCTION-ITEM 5
Cleared by 55 ft

WRECK 197
Actual sounding 55 ft.
Cleared by 49 ft.

WRECK-ITEM 7
Actual sounding 47 ft.
Cleared by 45 ft.

OBSTRUCTION-ITEM 7
Cleared by 43 ft.
Chart clearance depth as
43 ft. sounding. (See Desc. Report)

Obstructions-ITEM 7
Cleared by 41 ft.

dragging bottom

ITEM 6
No obstruction found

ITEM 7
41 ft sounding

WRECK 196
Actual sounding 71 ft.
Cleared by 66 ft.

WRECK 198
No indication of this
wreck was found

dragging bottom

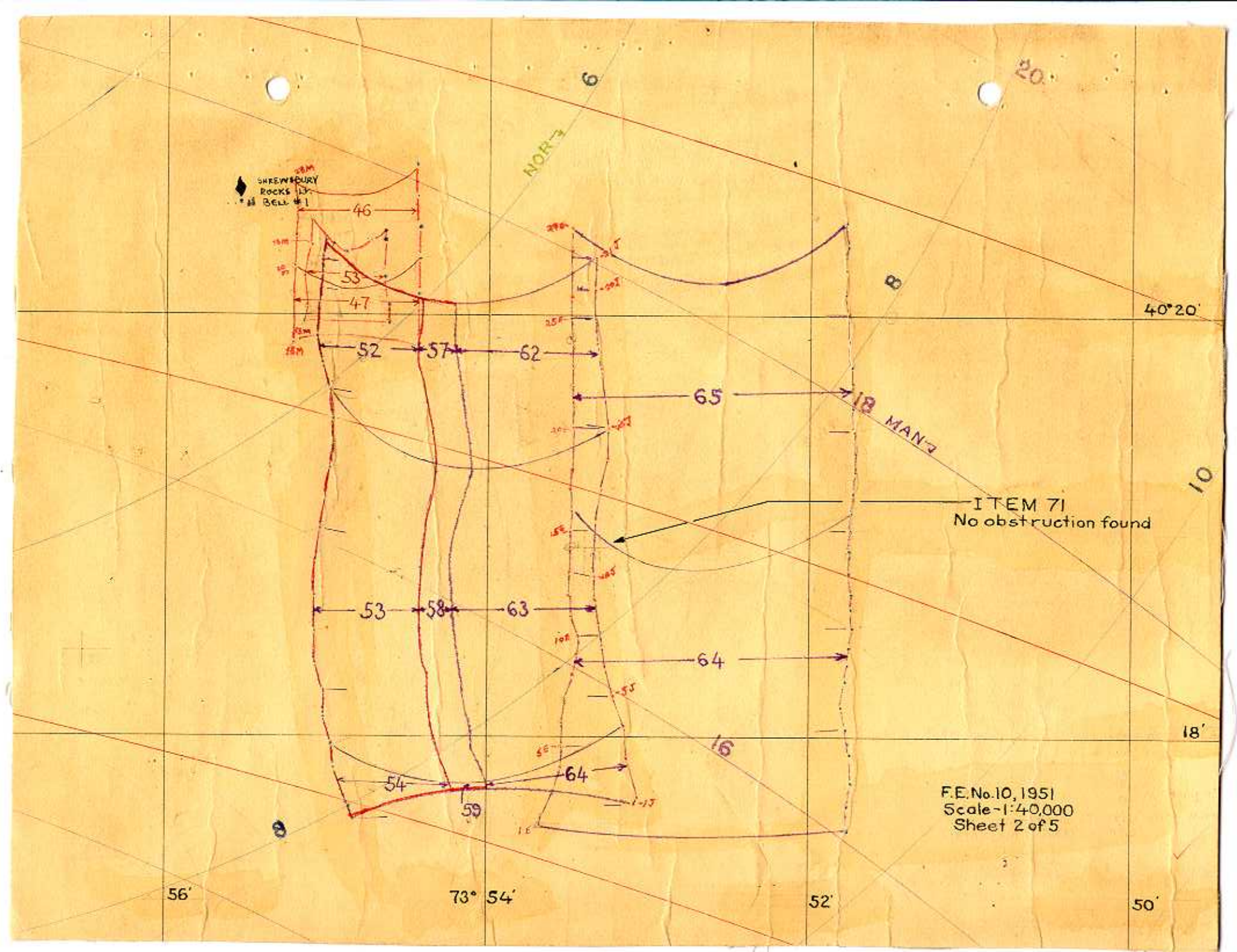
dragging bottom

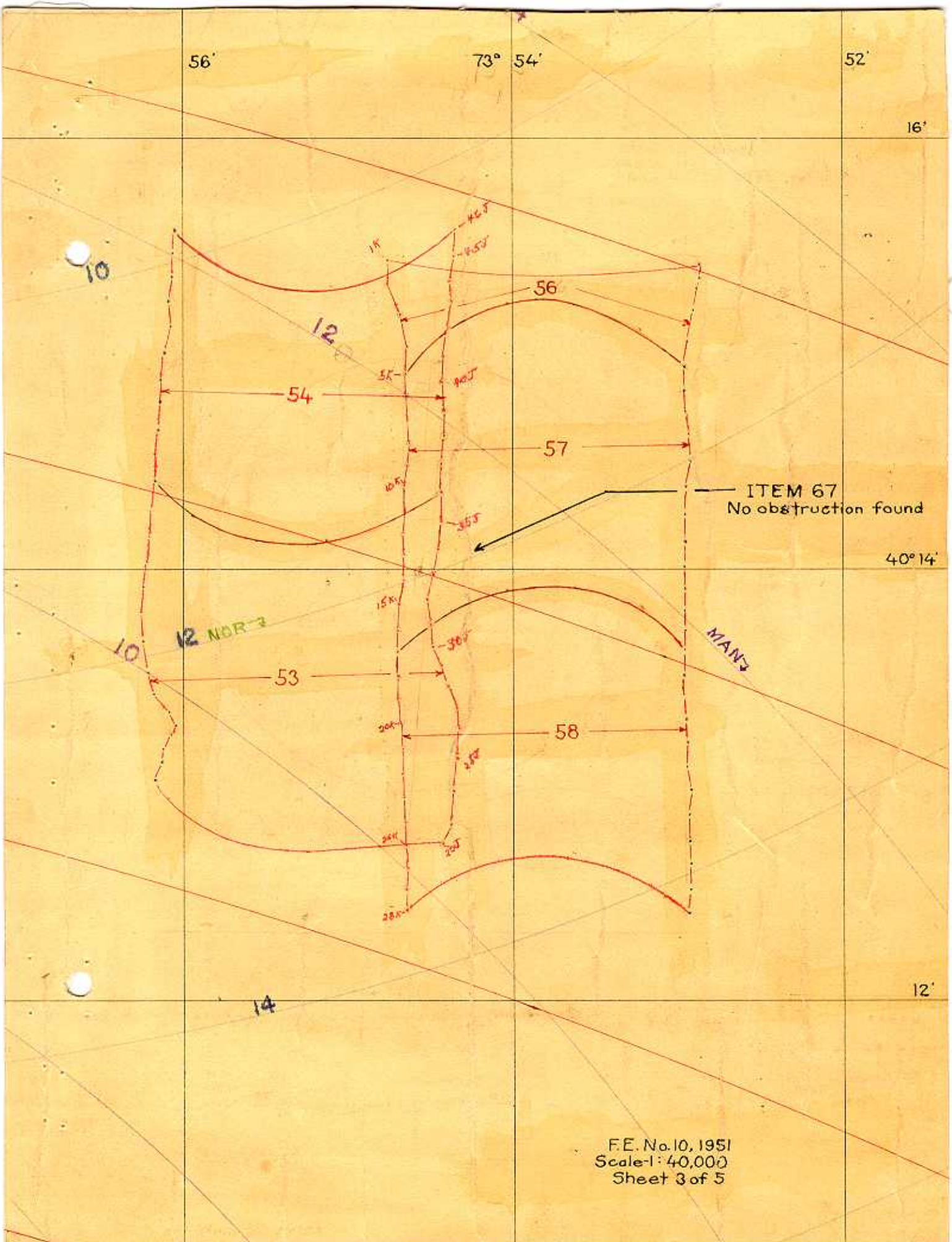
Disregard 51 ft. grounding.
Small obstruction in irregular
bottom with least depth of 53 ft
Cleared by 48 ft.

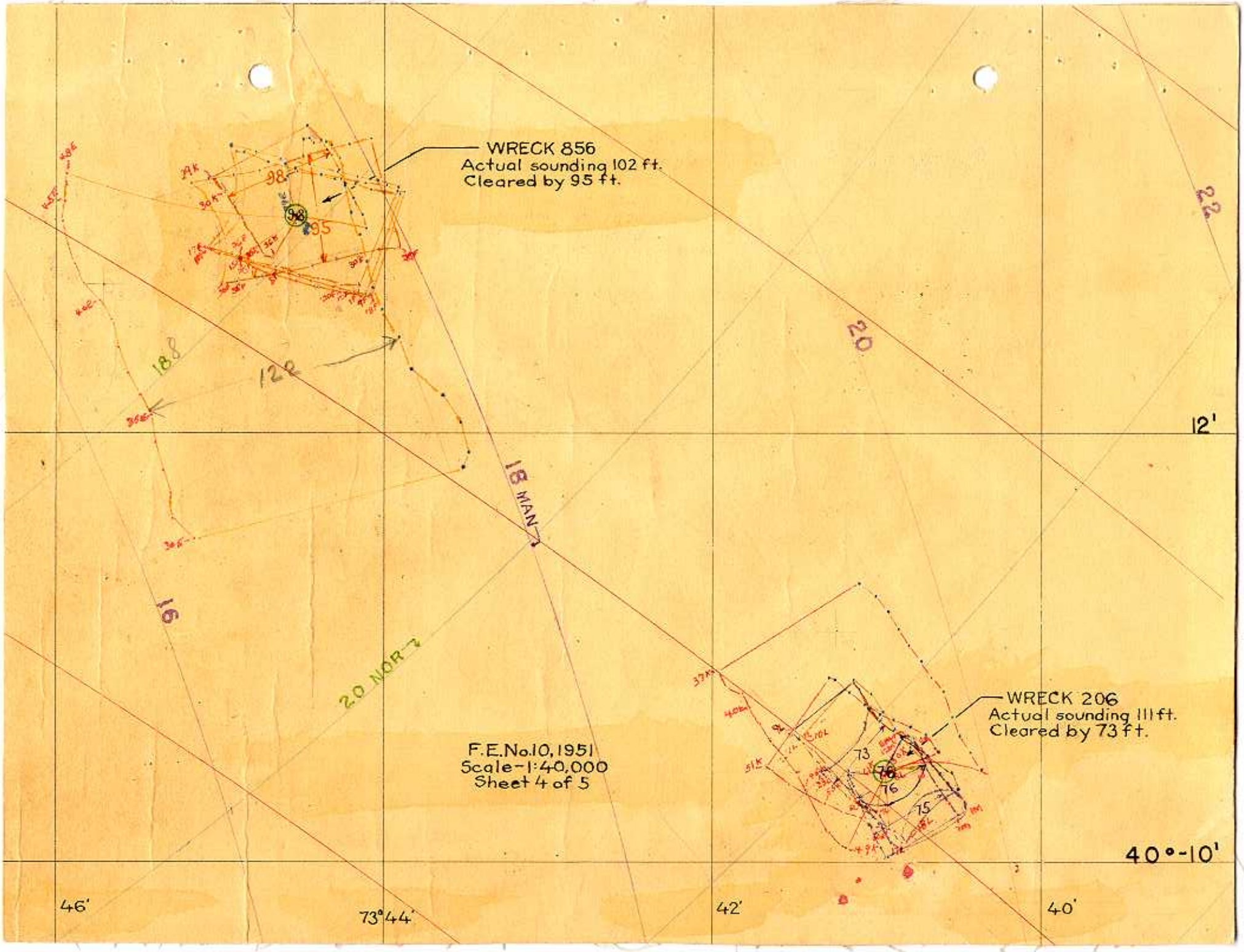
F.E. No. 10, 1951
Scale - 1:40,000
Sheet 1 of 5

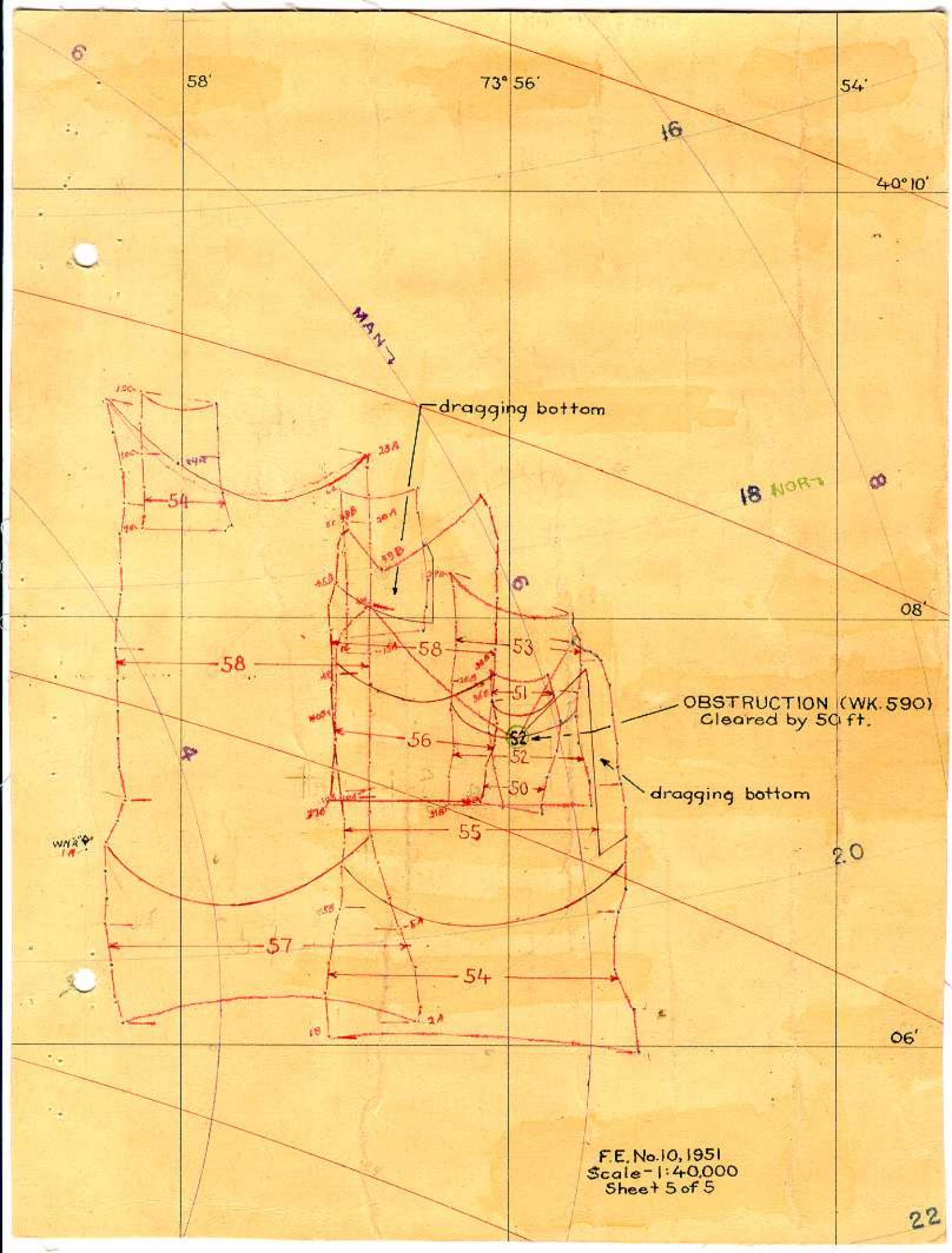
40°30'
28'
26'
24'
22'
58'
56'
54'
52'
73° 50'
48'
46'


dragging bottom
WRECK- ITEM 5
Actual sounding 52 ft.
Cleared by 49 ft.
OBSTRUCTION - ITEM 5
Cleared by 55 ft
WRECK 197
Actual sounding 55 ft.


SHREWSBURY ROCKS LT
BELL #1
46
53
47
52
57
62
65
53
58
63
64
54
59
64
NOR-3
18 MAN-3
ITEM 71
No obstruction found
F.E. No. 10, 1951
Scale - 1:40,000
Sheet 2 of 5
40° 20'
18'
56'
73° 54'
52'
50'
6
8
10
16
20


56'
73° 54'
52'
16'
10
12
56
54
57
ITEM 67
No obstruction found
40° 14'
10
12 NOR 3
53
MAN
58
14
12'
F.E. No. 10, 1951
Scale-1 : 40,000
Sheet 3 of 5


WRECK 856
Actual sounding 102 ft.
Cleared by 95 ft.
98
98
95
WRECK 206
Actual sounding 111 ft.
Cleared by 73 ft.
73
76
76
75
F.E. No. 10, 1951
Scale - 1:40,000
Sheet 4 of 5
18 MAN
20 NOR 2
16
18 8
12 2
20
22
12'
40°-10'
46'
73°44'
42'
40'


58'
73° 56'
54'
40° 10'
08'
06'
MAN 7
dragging bottom
18 NOR 7
54
58
58
53
51
56
52
52
50
55
57
54
OBSTRUCTION (WK. 590)
Cleared by 50 ft.
dragging bottom
2.0
F.E. No. 10, 1951
Scale - 1:40,000
Sheet 5 of 5
22

NAUTICAL CHARTS BRANCH

SURVEY NO. FE. No.10 (1951) WD.

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
11/6/51	1215	Risegari	Before ~~After~~ Verification and Review
2/13/52	369	J.G. McGann	Before ~~After~~ Verification and Review
2-18-52	1216	R.K. De Lauder	Before ~~After~~ Verification and Review
2-26-52	1000	Mc Alinden	Before ~~After~~ Verification and Review No correction
3/27/52	824	H.F. Stegman	Examined - Soundings are Before ~~After~~ Verification and Review not within area
4/2/52	1108	Evans	Before ~~After~~ Verification and Review
7/30/54	1216	J G McGann	~~Before~~ After Verification and Review
10-29-54	369	H F Stegman	~~Before~~ After Verification and Review Inspected — J.M.G. review read - no further correction.
1/16/55	1108	J J Walker	~~Before~~ After Verification and Review
			Before After Verification and Review

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.